

NEW YORK ALARMED.

And Calls for the Abolition of Western Ports of Entry.

[From the New York Graphic.]

The merchants of New York are unanimous in their opinions regarding the law styled the "Immediate Transportation" act which allows packages of imported goods to pass into the interior of the country without inspection. That the goods can only be properly appraised and the duties collected on the sea coast there can be no doubt. One of the most extensive merchants in this country or in the world expressed himself as follows:

"Do you think," he was asked, "that there should be very few custom-houses out West?"

"No; I think there should be none at all. We should return to the old system."

"Would it be better to narrow the whole custom-house business down to New York?"

"Oh, no. Let there be custom-houses in the principal coast cities as before, from Portland, Me., to Houston, Tex."

"But granting that competent and honest appraisers could be found, would it not be safe to have Western custom-houses? The government seals and locks on the cars are supposed to afford sufficient protection and prevent any tampering with the goods while in transit."

"Quite a mistake. There is no certainty about the seals being kept inviolate. The men who do the sealing, those who make the seals, those who do the locking and those who make the locks, can be and have been so tampered with as to make the system quite unreliable. Say, for instance, that by collusion between the smugglers and the men who load the train cars is started for the West three-quarters all. Somewhere near Elmira, by collusion with the train-hands, the seal is broken and the car entered. There is room to manipulate the cases and remove or change their contents. Some cases may even be dropped in the woods. The duplicate seals being on hand the car is resealed. All this of course has to be arranged beforehand; the maker of the seals must be paid a double price; sealers, train-hands and appraisers must be 'seen.' As a specimen of the manner in which goods can be stolen from the cars, I will relate an incident of our experience with the Philadelphia railroad. We had awhile ago a message from Philadelphia to this effect from one of our correspondents: 'We think we are getting your goods in a strange way.' On reaching that city we found some \$30,000 worth of our goods in small parcels scattered among the merchants. Knowing that these parcels had been taken from our cases, we determined to trace the thieves. We finally got the facts as to the whole process of stealing goods from the cars through a detected thief who turned State's evidence. But we first traced the thieves directly to the cars by carefully marking every piece that went from here to Philadelphia, and then checking them off in that city. When the cases were opened it was found that they had been curiously ransacked. The straps had been carefully pried off and the covers wedged open far enough to admit of the abstraction of single packages. These in turn had been adroitly opened and a couple of pairs of gloves taken from this pack, a few stockings from another, and a dress pattern from a piece of silk. The stealing though large in the aggregate, was done in this way in order to draw attention from the possibility of its having been done in the cars. The idea was that car thieves would take nothing less than a whole package. This illustration is given to show how the contents of the cars can be tampered with. The rascals need only to bribe the car hands and the lock-makers or the seal-makers, and there is nothing to prevent freights going to Chicago from being handled very extensively on the route."

It is announced that a meeting of representatives of a number of large importing houses is soon to be held in this city for the purpose of forming a combination to resist the growing evil of smuggling.

THE BASIS OF INTELLECTUAL GREATNESS.—There is a great deal of intellectual labor undergone simply for discipline, which shows no present result that is appreciable, and which, therefore, requires, in addition to patience and humility, one of the noblest of moral virtues, faith. Of all the toils in which men engage none are nobler in their origin or in their aim than those by which they endeavor to become more wise. Pray observe that, whenever the desire for greater wisdom is earnest enough to sustain men in these high endeavors, there must be both humility and faith—the humility which acknowledges present insufficiency, the faith that relies upon the mysterious laws which govern our intellectual being. Be sure that there has been great moral strength in all who have come to intellectual greatness. During some brief moments of insight the mist has rolled away, and they have beheld, like a celestial city, the home of their highest aspiration; but the cloud has gathered around them again, and still in the gloom, they have gone steadily forward, stumbling often, yet maintaining their unconquerable resolution. It is to this sublime persistence of the intellectual in other ages that the world owes the treasures which they wear; it is by a like persistence that we may hope to hand them down, augmented, to the future. Their intellectual purposes did not weaken their moral nature, but exercised and exalted it.

Prussia, with her usual uniformity, has an equal number of cows and pigs, one to every five inhabitants, besides a sheep apiece all around.

Manufactures.

It is said a tack factory is to be established at Fallton, Pa.

The wool hat industries of Reading will resume work on June 1st.

The Beaver Falls, Pa., cutlery works is running full force, with large orders ahead.

The new furnace at Newark, Ohio, went into blast on the 17th.

A glass manufacturing company has been organized in Cambridge, Ohio.

San Francisco has over \$40,000,000 permanently invested in manufactures. The annual value of the products is estimated at \$63,500,000.

The Excelsior Reaper and Mower Manufacturing Company, of Akron, Ohio, made an assignment for the benefit of its creditors, last week.

It is stated that in Campbell county, Va., there has lately been a considerable investment of Northern capital in mineral lands, the iron ore of that section being suitable for the manufacture of Bessemer steel.

According to Botger, nickel is better adapted than any other metal for galvanizing iron, and it resists action of oxidation much better than gold. The latter metal is very porous when it is in a thin layer; nickel, on the contrary, forms a thoroughly impermeable coating.

The rolling mill at Akron, Ohio, shut down on Wednesday last, and will remain so for a time at least, until pressing orders should compel the company to resume a portion of their mill.

On Monday last the Alliance (Ohio) Rolling Mill Company made an assignment for the benefit of its creditors. The mill has been idle for some months in consequence of the depressed condition of the iron rail market.

Alexander Brothers, leather belting manufacturers, of Philadelphia, have just completed a large belt for an iron rolling mill at Wilmington, Del. It was made of the best oak tanned leather, 156 feet long and 2 feet wide, three ply.

The pig iron industry in England is in a terribly depressed condition. Of 149 blast furnaces in the South Staffordshire district, 79 were, according to the latest mail advices in blast and 70 out. Of 150 furnaces in the North of England, 125 are blowing and 25 are silent.

A considerable portion of the machinery of the Speedwell Iron Works, Morristown, N. J., has been boxed and sent to Scotland, where it will be used for the purpose of manufacturing sugar machinery. There is no business being carried on at the Speedwell works at present, although the bell is rung four times each day, because of a peculiar clause in the will of the late Stephen Vail.

For the sake of experimenting, a Maine shipbuilder, whose yard on the Penobscot was closed during the winter, undertook to construct a ship of 1,400 tons capacity at Bucksville, S. C. He brought his own men down, and the vessel was recently launched. The result demonstrates that while a vessel can be built in the Eastern yards of \$60 per ton, this one cost \$65 per ton. With regularly established yards and facilities for work in the South, however, the cost would probably be about equal in both sections of the country.

San Francisco puts in a claim to step into the front rank as a manufacturing city, and sets down her aggregate manufactures in the year 1870 at \$52,603,475 in value, without including gold and silver refined, and for the year 1875 a total of \$67,333,930, an increase of near 25 per cent. in three years, of which latter item \$5,506,780 was machinery, chiefly for mining purposes. It is claimed that the capital invested in that city in manufacturing industries is over \$30,000,000, which renders it clear that she does not hang her hopes of greatness exclusively on commerce, but depends on trade of a more permanent and enduring character. San Francisco occupies an admirable position to become one of the greatest industrial centers in the world, with her access to the cheap labor of China, the superabundance of capital at home, and exhaustless mineral and agricultural resources for the production of raw materials of all desirable kinds.

LINCOLN, NEB., May 26.—The second revolt in the Nebraska Penitentiary occurred to-day, led by Wm. McWaters and Eldridge Gray, two leaders of the revolt four months ago. The Warden was apprised of the expected revolt a few days ago, and telegraphed to Deputy Warden Moses, at Joliet, to come home. A letter was found in the wash-house, directed to Gerry, from somebody outside, advising an insurrection. Yesterday all the prisoners were kept in confinement, but went out to work to-day at 2 o'clock. Gerry went out to the water closet. As he came out, McWaters started for it. Both meeting in front of the Steward's cage, touched their elbows, and exchanged words unheard by the Steward. McWaters entered the closet and picked up a sharp stone, saying he would kill the guard, when the latter, Hugh Blandey, fired, the ball severing the carotid artery of McWaters, passing through the body, and killed him almost instantly. McW. reeled and fell. Blandey leveled the gun at Gerry, who ran to the place of work, and all the prisoners resumed work. McWaters has killed several men. When the shot was fired and bell rung, Inspector Gould and Warren Wyman and Noble, with cocked revolvers, ran to the work-house, and all was quiet. McWaters has a wife and two children at Nebraska City. The verdict of everybody is, "Served him right."

Cost of Living.

An European contemporary which is generally careful and considerate in its facts concludes that while of late years there has been "a steady and continuous rise in the ordinary rate of household expenses," this is actually not due to a correspondingly increased dearth of household commodities, but to an increased scale of expenses because we live higher and indulge ourselves more freely than was formerly the case. Palpably the writer has lived aloof from lands cursed by high tariffs and low currency, or he would not be able to say what he does. With us the cost of living has at least doubled during the past twenty years, no matter where we examine the price lists; but it is undoubtedly true of us as it is of our English cousins, that we have enlarged the scale of our expenses unduly by encouraging extravagant habits and extravagant appetites. We have learned to spend out of all proportion to our aggregate earnings, for the reason that we have unconsciously habituated ourselves to a system under which money was very cheap and everything else very dear. It is a common remark that the income of \$1,500 to-day is not more than an equivalent to an income of \$600 in 1857; but this can not be because the difference in the value of money is so great. One thousand dollars to-day has, perhaps, all the purchasing power of \$600 in 1857, but our ideas are much more magnificent now than they were then, and we are consequently worse off.

It is refreshing, it is amazing, to go back a little over a hundred years or so and see how cheaply men could and did live in this country. In 1751 a young gentleman of Massachusetts had occasion to go from his home near Waltham to Newark, N. J., to matriculate in the college of New Jersey, then located at that point, to pass a year in that college, graduate and return home upon horseback. He kept a diary, and in that diary all his expenses were scrupulously written down. We are thus enabled to know something about the costs of bachelor life 124 years ago.

For the voyage from Boston to Newark, which was made aboard a sloop, this young Massachusetts candidate for the ministry laid in five quarts of New England rum at 64 cents a gallon; a dozen chickens at \$1 a dozen; a quarter of a pound of tea at \$4 a pound; two pounds of loaf sugar at 34 cents per pound; nearly two dozen lemons and three pounds of butter at 16 cents. The rum and the tea do not seem to be fairly proportioned in this exhibit, but then on the other hand the symmetry between the lemons and the rum is beautiful. The passage money to New York, the trip lasting eighteen days, was \$3 50. In New York our traveler bought some clothes, and boarded one day, paying 60 cents for his "entertainment." His fare to Newark was 18 3/4 cents, and in Newark his board for five days, wash bill and delivery of baggage was in all 62 1/2 cents. Soon after his arrival in Newark, and considerably less than a month after the former purchase, our divinity student buys another gallon of New England rum. A sleigh-ride from Newark to New York costs him \$1 06; postage on a letter 20 cents; making flannel jackets, 25 cents apiece. A barrel of cider which he buys costs only \$1 75; a horse and a chaise to the fall cost \$1; a cocked hat, \$5. His board was 80 cents a week, and hickory wood \$1 60 per cord. His graduation breeches cost for materials, \$3 50; making 75 cents; his college bills \$20; his entire expenses for the twelve months, including the journey home and part payment upon a horse purchased, amounted to \$165. Yet this young gentleman was not a niggard in anything; he lived liberally; he had his little excursions, his small frolics, his amusements (costing \$6), his rum, cider and etceteras, just like the college boys of to-day. On the eve of graduating, and after our student has presented Mr. Presas (Rev. Mr. Burr) with a silver can as a gift, at a cost of 27 1/2 (28 1/2), the diary gives every indication of a valdictory "blow out." There are evidences of the buying of wine, of limes, of sugar, of rum—we can almost smell the cloves that spiced that punch and hear the songs of Auld Lang Syne that crowned the flowing bowl as its steaming contents grew less and less. And all this for \$165, the price of a lubberly modern school-boy's first quarter's bill, scarcely the equivalent for a good square supper for a *partie carree* at Delmonico's.—N. Y. World.

A Period of "Shrinkage."

We are passing through a period of "shrinkage," of contractions, which was the inevitable sequel of the expansion witnessed during the war, and which is probably still destined to cause much individual loss and suffering. In the course of such a process, the weak are doomed to go under. Yet the number of failures is, and probably will be, surprisingly small, and it becomes the duty of the creditor class not to make it larger than is absolutely unavoidable. The summer may be expected to help us, but we may readily look forward with hope and confidence to the fall. It is highly creditable to our business people that, upon the whole great strength, patience and forbearance have been exhibited to all directions. The condition of affairs which we have witnessed during the last eighteen months have been predicted ever since 1864, and political economists proved that whenever it occurred half the country totally would be ruined. In reality, we have suffered very much less than the most sanguine of us could have anticipated. The progress toward a healthy state of business is not rapid but it is sound, and when it is completed we may safely look forward to a long and uninterrupted period of prosperity. It is the imperative duty of both the great parties of the day to combine in bringing about this result, and to be careful that the national commerce shall not be necessarily injured in their struggles. The interests involved in that direction are too vast to be sacrificed to personal ambition or to political intrigues.—N. Y. Times.

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